



## ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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### ***Transportation Update***

***November 2003***

#### **CMA Adopts Position on Funding Splits for CMA's Long Range Transportation Plan and MTC's Regional Transportation Plan**

The CMA is in the process of updating its 25-year Countywide Transportation Plan. When complete, the Plan will be Alameda County's formal proposal for the Metropolitan Transportation Commission's regional transportation plan update, called T 2030. The CMA is scheduled to complete its plan in May 2004.

MTC estimates that roughly \$108 billion will be available over the next 25 years to operate, maintain and improve the Bay Area's transportation system. Of that, nearly \$86 billion is committed to operating and maintaining the existing system. Despite this large commitment, shortfalls still exist. Another \$13 billion is committed to projects now in progress. Only about \$9 billion is uncommitted and available to deal with maintenance shortfalls, congestion relief and mobility needs.

At its November meeting, the Board recommended a balanced approach to meeting the competing needs of maintaining the existing system and providing congestion relief and mobility improvements. The proposal to MTC would add \$2.3 billion for maintenance of the existing system to the \$86 billion already committed. About \$5.1 billion would be devoted to congestion relief and mobility improvements. Just under \$1.5 billion would be used for regional programs such as Rides, TransLink and the Transportation for Livable Communities initiative. The Board also encouraged MTC to provide incentives to transit operators and local governments to

use the existing \$86 billion commitment to the existing system more efficiently. A 2% efficiency gain would yield \$1.7 billion that could be used for maintenance shortfalls.

The CMA will be discussing the update of its plan and holding public workshops through spring of 2004. The CMA staff is available for presentations to groups interested in the update. Please contact Jean Hart at the CMA offices for further information.

#### **No Room for New Projects in the 2004 State Transportation Improvement Program**

The good news is that no projects will need to be removed from the STIP. The bad news is that no new projects can be added to the STIP, and existing STIP projects will need to be stretched over a longer time period. The economy, borrowing by the State's general fund, ethanol impacts on gas tax receipts, and other events have combined to reduce funding for transportation investment. With funding stretching over a longer time frame for existing STIP projects, delays and increased costs can be expected. These conclusions are based on Caltrans' recently released draft estimate of available funds for the 2004 STIP. The fund estimate will be finalized in December when the California Transportation Commission takes action.

Even after the fund estimate is adopted actions by the State to balance the general fund budget could erode transportation funding and trigger a re-evaluation of project deliverability. Further actions to balance STIP funding could be required in fall 2004, after the State adopts a budget for 2004-05.

In order to prepare a recommendation, CMA staff is now evaluating each project in the existing STIP, paying particular attention to readiness and the original cost estimates. On December 18<sup>th</sup> the CMA Board will review a draft recommendation for the 2004 STIP. A final STIP recommendation will be submitted to MTC on January 22<sup>nd</sup>.

## All Jurisdictions in Conformance with Congestion Management Program

Each year the CMA assesses whether local jurisdictions are in conformance with its congestion management program. Local jurisdictions must abide by the requirements of the land use analysis element, transportation demand management requirements and other aspects of the program. Failure to conform could risk gas tax subventions to the affected city or County. On November 20<sup>th</sup> the CMA Board found all jurisdictions in conformance with the requirements of the CMP.

## Regional Measure 2 Goes to the Voters in March

Regional Measure 2 will increase the toll on Bay Area bridges to \$3, devoting the new \$1 to projects and programs to combat congestion. The measure will appear on the March 2004 ballot. At its November meeting, the CMA supported this measure.

## Deadlines to Note

2004 Countywide Transportation Plan (CWTP) & 2005 Regional Transportation Plan (RTP)  
*Draft CWTP* April 2004  
*Final CWTP* May 2004  
*Draft RTP* December 2004  
*Final RTP* January 2005

Transportation Fund for Clean Air (TFCA): Program Manager Funds – Discretionary Transit  
 Approximately \$880,000 is available.  
*Final Funding Program* December 18, 2003

## 2004 State Transportation Improvement Program (STIP)

*Draft CMA Funding Program* Dec 18, 2003  
*Final CMA Program to MTC* Jan 22, 2004  
*MTC Program to CTC* March 22, 2004  
*CTC Adopts 2004 STIP* July 21, 2004

## Upcoming Meetings

*December 2 CMA Technical Advisory Committee*  
*8 CMA Administration & Legislation Committee*  
*8 CMA Plans & Programs Committee*  
*8 Ad Hoc Countywide Transportation Plan Committee*  
*10/11 CTC (Sacramento)*  
*18 CMA Board Meeting*

*January 6 CMA Technical Advisory Committee*  
*12 CMA Administration & Legislation Committee*  
*12 CMA Plans & Programs Committee*  
*12 Ad Hoc Countywide Transportation Plan Committee*  
*21/22 CTC (Sacramento)*  
*22 CMA Board Meeting*

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